

FIG. 1

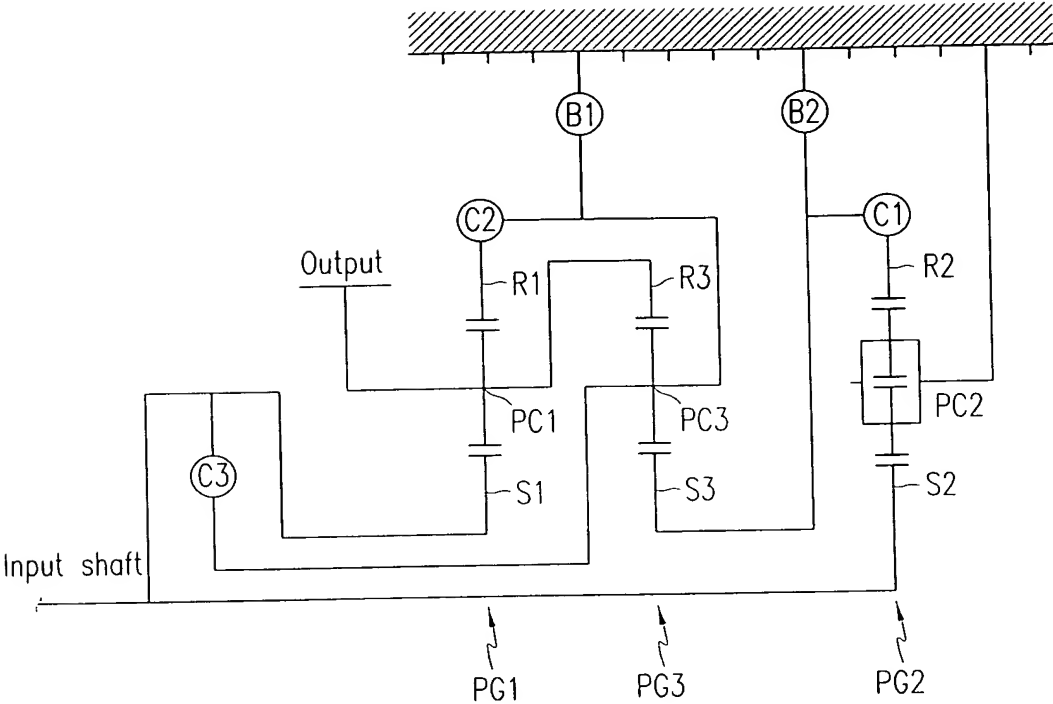


FIG. 2

	C1	C2	C3	B1	B2
D1		○		○	
D2		○			○
D3	○	○			
D4		○	○		
D5	○		○		
D6			○		○
REV	○			○	

FIG. 3

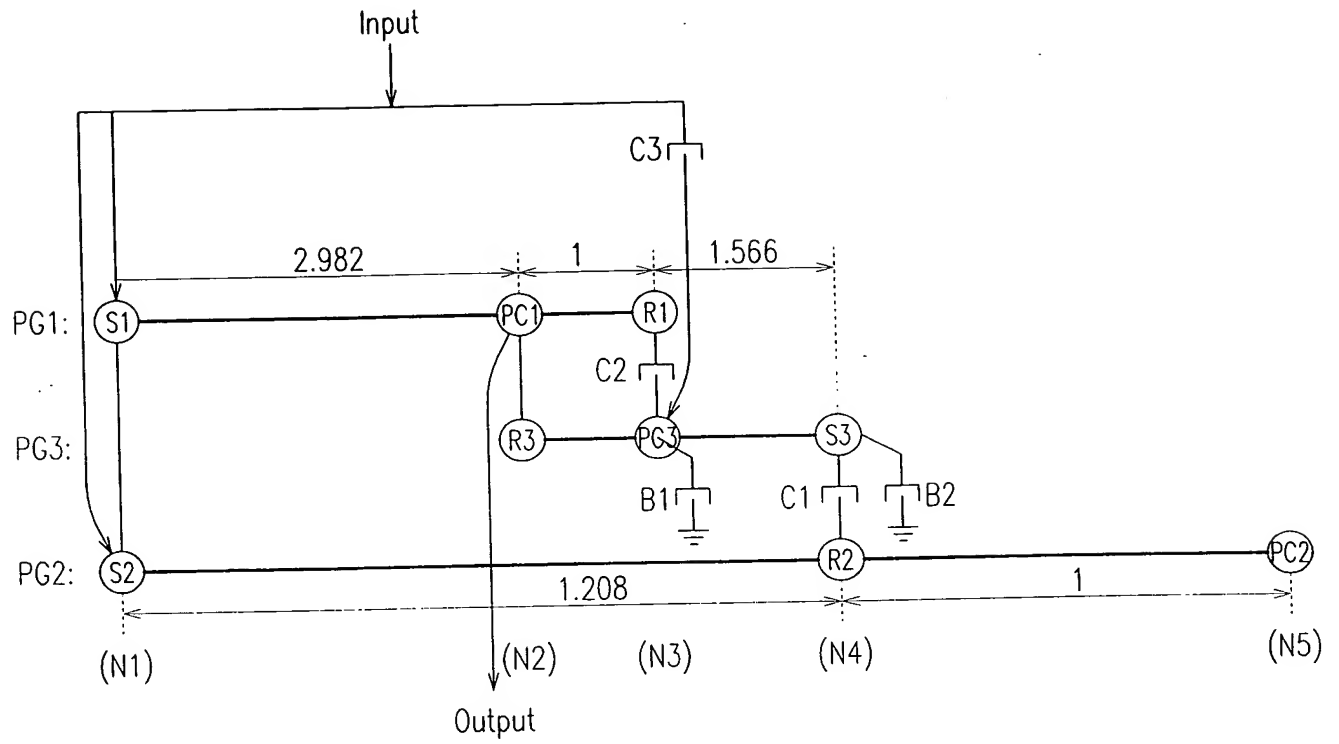


FIG. 4

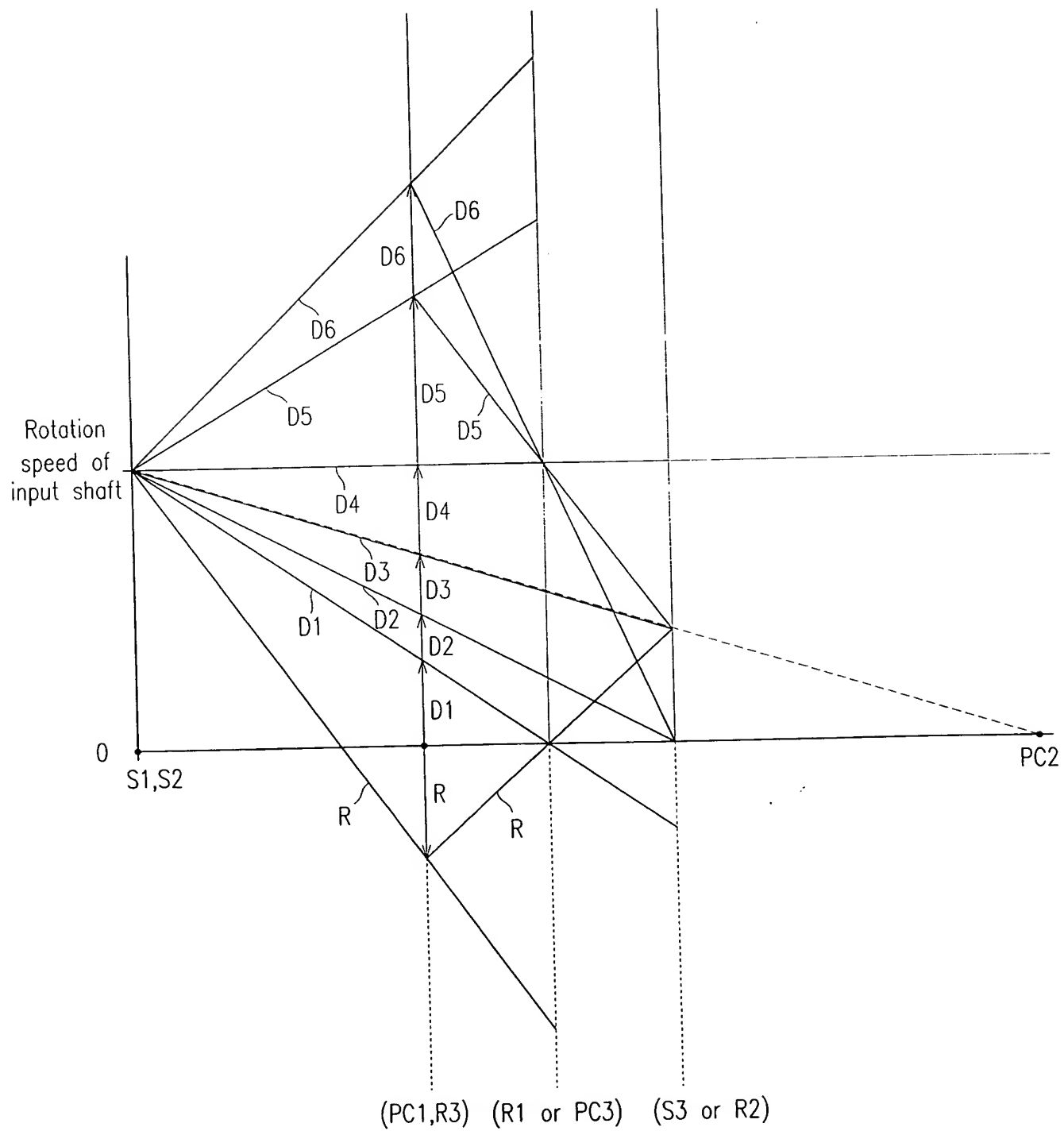


FIG. 5 A

$Z_{R1}/Z_{S1}=$	2.982
$Z_{R2}/Z_{S2}=$	2.208
$Z_{R3}/Z_{S3}=$	1.566

FIG. 5 B

	Gear ratio
D1	3.982
D2	2.162
D3	1.417
D4	1.000
D5	0.741
D6	0.610
R1	-3.458

FIG. 5 C

Rotation speed of each element (relative to input element)

	S1	PC1	R1	S2	PC2	R2	S3	PC3	R3	IN	OUT	P1	P2	P3
D1	1.000	0.251	0.000	1.000	0.000	0.453	-0.393	0.000	0.251	1.000	0.251	-0.756	-1.656	0.651
D2	1.000	0.463	0.282	1.000	0.000	0.453	0.000	0.282	0.463	1.000	0.463	-0.543	-1.656	0.468
D3	1.000	0.706	0.607	1.000	0.000	0.453	0.453	0.607	0.706	1.000	0.706	-0.297	-1.656	0.256
D4	1.000	1.000	1.000	1.000	0.000	0.453	1.000	1.000	1.000	1.000	1.000	1.000	-1.656	0.000
D5	1.000	1.349	1.000	1.000	0.000	0.453	0.453	1.000	1.349	1.000	1.349	0.353	-1.656	0.906
D6	1.000	1.639	1.000	1.000	0.000	0.453	0.000	1.000	1.639	1.000	1.639	0.644	-1.656	1.656
R1	-1.152	-0.289	0.000	1.000	0.000	0.453	0.453	0.000	-0.289	1.000	-0.289	-1.301	-1.656	-0.750

FIG. 5 D

Slip speeds of non-operated friction elements (relative to input element)

	C1	C2	C3	B1	B2	SUM
D1	0.846	0.000	1.000	0.000	0.393	2.239
D2	0.453	0.000	0.718	0.282	0.000	1.453
D3	0.000	0.000	0.393	0.607	0.453	1.453
D4	0.547	0.000	0.000	1.000	1.000	2.547
D5	0.000	0.467	0.000	1.000	0.453	1.919
D6	0.453	0.853	0.000	1.000	0.000	2.306
R1	0.000	0.722	1.000	0.000	0.453	2.174
SUM	2.299	2.041	3.110	3.890	2.752	14.092

FIG. 5 E

Torque load (relative to input element)														
	S1	PC1	R1	S2	PC2	R2	S3	PC3	R3	C1	C2	C3	B1	B2
D1	1.000	-3.982	2.982	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-2.982	0.000	2.982	0.000
D2	1.000	-3.982	2.982	0.000	0.000	0.000	1.162	-2.982	1.820	0.000	-2.982	0.000	0.000	1.162
D3	0.655	-2.609	1.954	0.345	0.417	-0.761	0.761	-1.954	1.192	0.761	-1.954	0.000	0.000	0.000
D4	0.251	-1.000	0.749	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-0.749	0.749	0.000	0.000
D5	0.000	0.000	0.000	-0.214	-0.259	0.473	-0.473	1.214	-0.741	-0.473	0.000	1.214	0.000	0.000
D6	0.000	0.000	0.000	0.000	0.000	0.000	-0.390	1.000	-0.610	0.000	0.000	1.000	0.000	-0.390
R1	0.000	0.000	0.000	1.000	1.208	-2.208	2.208	-5.666	3.485	2.208	0.000	0.000	-5.666	0.000

FIG. 5 F

Power transmission route

	PG1	PG2	PG3	SUM
D1	1	0	0	1
D2	1	0	1	2
D3	1	1	1	3
D4	0	0	0	0
D5	0	1	1	2
D6	0	0	1	1
R1	0	1	1	2
SUM	3	3	6	12